

C.S.

Miscellaneous.

PPL/DTH/1#12

1929.

No. 376/29

J. Robertson Esq. F. Bay

SUBJECT.

1929

30<sup>th</sup> July.

Previous Paper.

Reported death by drowning of  
Harry King, sea Engineer, 116<sup>th</sup> Belleville.

MINUTES.

- ① Telegram from Mr (J?) Robertson 26/7/29
- 2 Req. Letter to the Norwegian Consul 6<sup>th</sup> Aug 1929
- 3 Telegram to Mr Robertson Port Stephens 18/7/29

Registrar General.

For note.

S.H.P.

Aug 5.

18. VIII. 29.

Hon. Col. Sec.

Noted.

M. Craigie Harkness

Registrar

9. 8. 29.

Subsequent Paper.

P.P.  
9/8/29

Registrar - General.

For withdrawal of Passport  
& report of death in respect of H King, 2nd  
Engineer, Belleisle, dead.

W.S.H.  
- for CS 26/9/29

Hon. Col. Sec.

Death recorded under No. 22/29.

2. The Passport should be sent  
by you to the Norwegian Consul here  
for return to the late Mr King's  
Govt:

3. The Report from Mr Robertson  
may remain in this file - no doubt  
a copy will be sent to the Norwegian  
Consul.

Mr Ovarpi Halheta

Registrar

28.9.29.

V.B.

Submitted. Action as indicated  
by Registrar will be taken. If  
your Excellency approves I will  
show Mr Thomas Red 4.5  
for appropriate publication in  
the Penguin

V.B.

Ag. CS.

2. X. 29.

Hon C.S

Please take action indicated by  
Registrar. yes. Article for Penguin.  
Letter to ~~Manager~~ Secretary asking for explanation  
as to why the heavy on engine  
was put in the motor-boat. It was  
seriously a bad piece of work.

( $\frac{229}{10}$ ) M.

- ⑥ Letter to the Norwegian Consul 7/10/29
- ⑦ " " " Sec. I.S. Depends sealing Co. 7/10/29

P.A.  
8/10/29

- 8 Letter from I.S. Co Ltd 7/10/29

P.A. 9.2.29

- 912 Letter from Sec. I.S.D. Sealing Co 7/10/29

90  
Submitted. I do not think  
any purpose would be served  
in carrying this matter further

M.H.  
C.S.  
24. X.

Hon C.S

D. J. M.

M.

( $\frac{2429}{10}$ )

P.A. 1.2.29

Letter from J. Robertson J.P. of 12/11/29

Letter to Norwegian Consul, 20th Nov. 1929 16.

Letter from Norwegian Consul, Stanley 21/11/29 17.

Registrar General.

For info.  
G.R.B.  
A.J.C.S.  
21. XI. 29

Hon. Col. Sec.

Noted.

In Charge Kaituma

26. XI. 29.

P. 17  
10/11/29

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

## RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
48	FOX BAY	31	1200	26th.

To

[ Sailor Drowned ]

SECRETARY STANLEY

'Belville' man lost

JOHN DAVIS REPORTS HARRY RING ABOUT 26 SECOND ENGINEER BELVILLE DROWNED ON WEDNESDAY 24th. GOING FROM QUAKER ISLAND TO PURPOSE CREEK ABOUT 15 MINUTES RUN WITH MOTOR BOAT HALF FULL SEA BOAT SANK IN 10 FATHOMS WATER WEATHER FINE 4 MEN LEFT ON ISLAND SAW BOAT SINK AND IMMEDIATELY WENT TO RESCUE LOCATED BOATS POSITION BY OIL ON SURFACE BUT COULD NOT FIND THE BODY BELVILLE WAS GRAPPLING WHEN DAVIS LEFT WILL SEND WRITTEN REPORT LATER

ROBERTSON

*CH*

28/7/29

Time

376/29.

6th August, 29.

Sir,

I am directed by the Governor to attach herewith a copy of a telegram received from Mr. J. Robertson, J.P., Port Stephens, relative to the death on the 24th of July, 1929, of Harry Ring, 2nd Engineer of the m.v. "Belville".

2. If, as is believed, the deceased was a Norwegian subject, the further particulars received in this connection will be communicated to you.

I am,

Sir,

Your obedient servant,

*S. R. Brown*  
Acting Colonial Secretary.

The Norwegian Consul,  
STANLEY.

(3)

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

## SENT.

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Number	Office of Origin	Words	Handed in at	Date
5	STANLEY	33	IIGC	5/3/29.

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To

ROBERTSON, PORT STEPHENS.

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YOUR TELEGRAM OF 27th JULY PRESUME YOU ARE CARRYING OUT ALL  
FORMALITIES NECESSARY UNDER ORDINANCE NUMBER 6 OF 1898 FULL  
PARTICULARS SHOULD IF POSSIBLE BE SENT TO STANLEY BY FLEURUS  
SECRETARY

5

Port Stephens Station,  
West Falkland Island.

10th August, 1929.

Sir,

I have the honour to report the evidence of the crew of the M.V. "Belville" concerning the death of Harry Ring who was accidentally drowned on 24th July, 1929, by motor boat sinking.

Wednesday 24th July, A light westerly wind clear, Barometer 29.3. 8, 30. a.m. Motor boat left "Belville" with the mate J. Davis in charge, they went to Quaker Island, all hands went sealing, they chased the seal from the North of Quaker to the corall on the East side about 800 yards. Everybody helped kill and load up the boat, the load contained 15 large and 4 small seals about half a load. The full load being 22 large seals, 1 elephant, 1 porpoise and 4 men. The weather was fine all the time. Ring being driver of the boat, knowing all about the handling of the boat as regards the engine and the seamanship. When that amount of Seal was taken in. Ring started to take them to the "Belville" which was a half hours run. The rest of the crew stopped on the Island to do more sealing, and watched the boat going. When the boat was 15 minutes from Quaker Island he seemed to alter his course, and steer straight for shore on Weddell Island which was about 700 yards away. Suddenly she disappeared, and all hands on the Island took the small Pram and pulled quickly to the place to try and save Ring, but they were too late. They could see the place by the Oil on the water, but all the wreckage that was floating was a piece of wooden pump, and a boat hook, and they believed Ring went down with the boat and was drowned, the crew of the Pram cruised around for over an hour, and also searched the beach, but saw no signs of Ring. They then went back to the "Belville". The Captain took a larger boat and the same crew, and pulled out to the spot and marked where she went down and sounded and made 11 fathoms of water, as it was getting late they decided to go back to the "Belville" and return next next

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next day and drag for Ring and the boat.

The Captain asked Ingvald Knudsen the engineer of the "Belville" who helped together with J. Allen carpenter Stanley to install the engine in the boat. Knudsen says the bottom of the boat was not strong enough for that engine which was a 7,1/2 H.P. Rap. The boat used to shake very much when running, and he thinks the bottom has fallen out, as it was only nailed and not rivetted.

The log book of the "Belville" 25th July, North West wind, clear, Barometer 29.1.

The "Belville" left Porpoise Creek where she was anchored at 9 a.m, being unable to start earlier as the anchor was fouled. They went to Quaker Island and dropped a boat and crew to pick up the tools on the Island, and they were ordered to search the beaches again on their way back to the ship.

The "Belville" dropped anchor at 9.45 a.m, on the scene of the accident. They drag the spot from 9.45, to 12.30 p.m, but without any result. All <sup>that</sup> the shore party found on the beach was Ring's cap, a piece of pump, and the rudder's yoke. The wind started to rise and the "Belville" had to leave for "Beaver Island. Davis left at 8 a.m, to report ~~me~~ at Port Stephens to the J.P, and to the Manager of the Sealing Company at Albemarle.

The witnesses of the accident were.

- J. Davis                      Mate.
- Edward Blindheim        Seaman
- Andrew Fjoitoft            "
- Henry Reishueg            "

Herewith enclose the deceased Passport, his address is written on the back.

I am Sir,

Your obedient servant,

*J. Robertson J.P.*

The Hon'ble

Colonial Secretary,

Stanley.

376/29.

2nd October.

29.

Sir,

With reference to my letter of the 6th August I am directed by the Governor to attach hereto a report received from Mr. J. Robertson.J.P., Port Stephens regarding the death of Harry Ring, 2nd Engineer, M.V. Belleville, on the 24th July, 1929.

COPY.

2. I am also enclosing Mr. Ring's passport for transmission to the Norwegian Government.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

The Norwegian Consul,  
S T A N L E Y.

376/29.

4th October. 29.

Sir,  
I am directed by the Governor to enclose herewith copy of report by Mr. J. Robertson, J.P., Port Stephens, relative to the death by drowning of Mr. M. King, 2nd Engineer, M.V. "Belleville".

2. I am to draw your attention to the statement made by the 2nd Engineer of the "Belleville" regarding the cause of the accident, and to request you to explain why an engine of the type in question was fitted to a boat which it could appear was obviously unsuited to support the machinery.

I am,

Sir,

Your obedient servant,

*G. H. Brown*  
Acting Colonial Secretary.

The Secretary,  
The Falkland Islands  
& Dependencies Sealing Co. Ltd.,  
STANLEY.

(8)

THE NORWEGIAN CONSULATE.

PORT STANLEY. FALKLAND ISLANDS.

7th October, 1929.

No. 376/29.

Sir,

I have to acknowledge the receipt of your letter of the 2nd instant enclosing a report on the death of the Swedish subject Harry Ring, together with the deceased's passport, for which I thank you.

2. The Swedish Government have been informed of the affair and the passport sent to them.

I am,

Sir,

your obedient servant,



Acting Consul.



The Honourable

The Colonial Secretary.

Stanley.

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Stanley

October 15th 1929.

Extract from Log of M.V. Bellville in connection with loosing of life boat on 24th, July 1929.

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Wednesday 24th July, a light westerley wind clear  
Barometer 29.3 8.30.a.m. Motor boat left "Bellville with  
the mate J. Davis, in charge, they went to quaker Island all  
hands went sealing, they chased the seal from the North  
of quaker to the corall on the esat side about 800 yards.  
Everybody helped kill and load up the boat, the load  
contained 15 large and four small seals about half a load.  
The full load being 22 large seals 1 porpoise, 1 elephant and  
4 men. The weather was fine all the time. Ring being driver  
of the boat, knowing all about the handling of the boat  
as regards the engine and the seamanship. When the amount of s  
seal was taken in, Ring started to take them to the factory  
"Bellville" which was about half an hours run. The rest of the  
crew stopped on the island to do more sealing, and watching  
the boat going. When the boat was 15 minutes from quaker Island  
he seemed to alter his course, but in a few minutes he altered  
back on his right course. The men on shore at this time ~~were~~  
started to have dinner and their attention was taken from  
watching the boat. Within a very short time the men looked  
towards the boat, but there was no boat to be seen.  
And the men on the beach took the pram and pulled quickly to  
the place to try and save ring and see what had happened,  
on arriving to where the boat had been there was oil floating  
on the water, also a piece of the wooden pump and a boat hook.  
and they believed Ring went down with the boat and was drowned  
. The crew cruised round round for about one hour and also  
searched the beach but no sign of man or any part of the boat  
could be seen. They went back to the Bellville. The Captain  
took a large boat, and the same crew and pulled to the spot  
where the boat had disappeared sounded and made 11 fthms,  
of water, as it was getting late they decided to go back  
to Bellville and return next day and drag for man and boat.  
July 25th. The Bellville dropped anchor at 9.45 near to  
place where boat was last seen dragged from 9.45 to 12.30  
but without any result.

(11)  
Stanley 14/10/29

Dear Sir

In reference to your request for a statement regarding the installation of a Motor Engine in a Life-boat for the F. I. & Dependencies Sealing Co. Ltd.

I submit the following statement.

In February last, I supervised the installation of a  $7\frac{1}{2}$  HP. "Rap" Motor Engine, in a Life-boat, the Property of the F. I. & Dependencies Sealing Co. Ltd. The boat was very well built & of a heavier & stronger type than is usual. Her Keel, Stem & Stern were 3" Thick, Her Timbers were  $1" \times 1\frac{3}{4}"$ , Planking  $\frac{5}{8}"$  Thick & Copper Fastened & Rivetted. The Life-boat came from the S.S. "Hektor" ex Mellic, White Star Lines & <sup>therefore presumably</sup> ~~had~~ <sup>the</sup> Board of Trade.

The Fore & Aft Bearers which we put in to take the engine were of Pitch Pine  $4" \times 12"$  Midships, tapering to  $4" \times 4"$  Forward &  $4" \times 6"$  Aft. & were 12' Long. These were fastened through the Timbers & Planking by  $\frac{5}{8}"$  Diam. Metal Bolts with a large metal washer on the outside of Planking. There were also 4 Thwartship Bearers 4" Thick between the Fore & Aft Bearers & out to bilge of Boat. To strengthen the stern Post, where the stern Tube came through, we placed 2" Oak cheeks on either side of stern Post & through fastened them.

(10)

A False Stern Port was installed to take the Pressure  
& a stout Iron Band 3" x 5/8" was fastened under Keel  
& up the False Stern Port.

The work was executed by my carpenter John Allan,  
who has had considerable experience in Boat Repairs  
etc, & has also installed several Motor engines in  
Boats, both large & small during the last few years.

I have no hesitation in stating, that the boat in  
question, left our yard, in a perfect condition,  
fully strong enough to support the engine & to  
withstand the vibration of same.

I am  
yours respectfully.

W. Mannaford

The Secretary

The Falkland Islands

& Dependencies Sealing Co Ltd

Stanley

376/29

(14)

# KELVIN STORE,

PORT STANLEY.

21st October 1929

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The Hon,

The Colonial Secretary,

Sir,

I have the honour to acknowledge receipt of your letter of 576/29 of October the 4th date, and in reply state as follows:-

1. I enclose report from Mr Hannaford the foreman carpenter of the F.I.Co.Ltd.
2. A true extract of the log of the M.V. Bellville which refers to the loss of the motor boat.
3. The report from the Magistrate reads that the crew on the beach saw the boat sink, this statement is not correct and not one man saw the boat disappear.

The boat was last seen after turning the second time proceeding on the right course.

4. Ingvald Knutsen was only a sailor and held no certificate as an Engineer or a boat builder. This man did not assist J. Allan in installing the motor, but that he placed the engine on the bed installed by Mr J. Allan and superintended by Mr Hannaford.

I am,

Sir,

yours obediently,

*B.R. Watson*

Secretary Sealing Co., Ltd.

Falkland Islands & Dependencies

Sealing Company, Ltd.,

ALBERMARLE,

November 31st, 1929.

James Robertson Esq.,  
Magistrate,  
Port Stephens.

Dear Sir,

I beg to report to you, that the body of the late Harry Ring, was found by the crew of the Afterglow on the beach between Quaker and Weddell Islands, on the night of October 31st,

The body was taken to Weddell Settlement for interment, which took place on November 2nd~~1929~~.

I have enclosed copy of "Afterglows" Log, and signed by the Captain.

Yours faithfully,

*M. Penzance*  
Manager,

APR/MR.

(12)

Falkland Islands & Dependencies,  
Sealing Company, Ltd.,  
ALBERMARLE.

COPY, FROM AFTERGLOW'S LOG BOOK

Translated.

October, 31st, 1929. The Crew went on shore at Weddell Island at 6pm, and returned about 7,40pm. saying that in their walk they had discovered the body of Harry Ring who was drowned on July 24th, 1929.

All hands with the exception of Engineer and Steward went on shore, taking canvass with them in which the body was placed, and the found, on moving the body, ~~his~~ <sup>the</sup> hands and head ~~was~~ <sup>were</sup> missing, also he had his sea-boots off,

It was dark then and the body was placed above high water mark.

November, 1st, 1929. 6pm, We started making coffin from boards we had on board, and was finished at 9<sup>30</sup>am.

Body was then placed in this and we left for Weddell Island Settlement.

We then saw Mr Steen the Manager who gave us permission to bury the body in the burial ground there.

At 3pm, we started on grave and was unable to finish same until 7pm, Saturday Nov., 2nd,  
At 7.15pm, the body was placed in the grave the burial service was read by the Captain,

APR.

Captain. "Afterglow" H. Solbak

(15)  
Port Stephens Station

West Falkland Islands.

12th November, 1929.

Sir,

I have the honour to enclose the report from Mr. M. Peterzens, Manager The Falkland Island & Dependencies Sealing Company Ltd, and evidence of the Captain and crew of S/s 'Afterglow' on the body of the late Harry Ring who was drowned on 24th July, and was found 31st October.

I have the honour to be

Sir,

Your obedient servant,

*J. Robertson J.P.*

The Honourable,  
Colonial Secretary,  
Stanley.

376/29.

20th November, 29.

Sir,

With reference to my letter of the 2nd of October, 1929, I am directed by the Governor to attach herewith a copy of a letter, with enclosures, received from Mr. J. Robertson of Port Stephens concerning the death of Harry King, 2nd Engineer, r.v. "Belleville".

I am,

Sir,

Your obedient servant,

*E. H. Brown*  
Acting Colonial Secretary.

The Norwegian Consul,  
STANLEY.

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THE NORWEGIAN CONSULATE.

STANLEY. FALKLAND ISLANDS.

21st November, 1929.

No. 276/29.

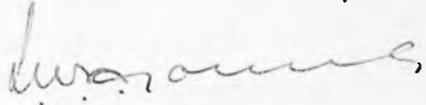
Sir,

I have to acknowledge the receipt of your letter of the 20th instant enclosing report of the finding of the body of the late Harry Ring, for which I thank you.

I am,

Sir,

your obedient servant,



Acting Consul.



The Honourable

The Colonial Secretary.

Stanley.